

Executive Summary

The Utah Department of Transportation's (UDOT) Long-Range Transportation Plan 2007-2030 is the transportation plan for rural and small urban areas in Utah. The plan covers all highways designated as state routes, U.S. highways, and Interstates outside of the metropolitan boundaries of Utah's four designated metropolitan planning areas.

This plan is one of five plans that make up Utah's statewide transportation plan. Each of the state's four metropolitan planning organizations also produces transportation plans that cover all transportation facilities under their planning jurisdiction. The four metropolitan planning organizations are:

- Cache Metropolitan Planning Organization – whose boundaries include the Logan urban area
- Wasatch Front Regional Council – whose boundaries include Weber, Davis and Salt Lake Counties
- Mountainland Association of Governments – whose boundaries include Utah County
- Dixie Metropolitan Planning Organization – whose boundaries include the St. George urban area

UDOT's Long-Range Transportation Plan 2007-2030 and the four metropolitan planning organizations' regional transportation plans make up Utah's statewide transportation plan. An executive summary of the various planning agency plans entitled *Utah's Unified Transportation Plan* will be published in July 2007.

Purpose of the Plan

Over the past several decades Utah has seen impressive growth in both population and employment. This growth has resulted in dramatic increases in the number of vehicle miles traveled (growing at twice the rate of population). This has created a strong need to expand the state highway system to keep up, as well as to maintain the system as it faces increased wear and tear from growing use.

Utah's rural and small urban areas are feeling the pressures of growth from both increased population and increased use of their roads by residents and the visiting public. The greater St. George area in Washington County has one of Utah's highest growth areas. The area has grown from approximately 26,000 residents in 1980 to more than 90,000 in 2000, and is expected to exceed 354,000 by 2030. Similarly situated small urban areas of today, including Cedar City, Heber City, Hurricane, Moab, Tooele, Vernal, and several others are poised to become the next growth areas with accompanying transportation needs.

To keep pace with this growth and its impact on traffic mobility, UDOT revises its long-range transportation plan every four years. The purpose of the long-range transportation plan is to analyze, understand, and prioritize the rural and small urban area long-term transportation projects – with enhancing mobility as its main focus. The list of long-range transportation projects is prioritized into three phases and is tied to an anticipated revenue stream.

Guided by UDOT's Goals

The long-range transportation planning efforts have been guided by UDOT's mission and strategic goals. UDOT's four strategic goals guide the pursuit of quality transportation today for a better transportation tomorrow, and assist in ensuring that the state's communities feel connected. These strategic goals are:

- Take Care of What We Have
- Make the System Work Better
- Improve Safety
- Increase Capacity

The Planning Process

To identify needed projects in the rural and small urban areas, UDOT assesses the present and future needs of the transportation system by regularly conducting inspections of pavements, bridges, and other roadway features to prolong the life of the roadway and to maintain safety. These needs are then sorted into the categories of maintenance and preservation, spot safety improvements, and mobility.

As part of the planning process, UDOT also acquires additional information about needs and expectations by consulting with the public in many ways: through the development of community transportation plans, corridor studies, and National Environmental Policy Act documents; by participating in meetings with committees representing specific interests such as freight and non-motorized travel; by attending focus-group discussions, metropolitan planning organization committees, and transportation fairs; and through other agency and interagency coordination. Each of these public involvement efforts provides information that UDOT uses to understand the needs and priorities of the rural and small urban areas served by our statewide transportation system.

To prioritize future system needs, UDOT compares funding alternatives to optimize allocation of available funds to the categories of maintenance and preservation, safety and mobility, and to achieve a balance between preserving existing assets, making the system work more efficiently, improving safety, and investing in future capacity.

Four Funding Levels

For this plan, four funding level alternatives were developed and evaluated that would protect the significant taxpayer investment in the transportation system and make the system as safe as possible. The alternatives considered are:

- Alternative 1: No Additional Transportation Funding
- Alternative 2: Transportation Funding Increases Consistent with Historical Trend
- Alternative 3: Moderate Increases above the Historical Trend
- Alternative 4: Transportation Funding Necessary to Maintain Today's Conditions

Based on UDOT's four strategic goals, the four funding alternatives all share three common assumptions – before any funds are allocated for new capacity projects, adequate funding must be available:

- To maintain the pavement and bridges of the state highway system. (Meets Goal 1: Take Care of What We Have.)

- For programs that make the best use of existing and emerging technologies in transportation systems management, as well as wise management of access permits. Transportation demand strategies will be essential in managing congestion in the future. (Meets Goal 2: Make The System Work Better.)
- To continue safety programs now in place. (Meets Goal 3: Increase Safety.)

Thus, the major variable in each of the four funding alternatives is the amount of money that would be available to address UDOT's fourth strategic goal – Increase Capacity.

Preferred Alternative

A funding plan has been developed to form the basis of this transportation plan consisting of moderate funding increases greater than those seen historically – specifically, an equivalent to a five-cents-per-gallon gas tax increases in 2016 and 2026, combined with a gradual increase of sales tax revenue from today's 8.3 percent level to the full 16.6 percent of total sales tax revenue in 2011.

Based on the preferred alternative, UDOT forecasts that between 2007 and 2030, Utah would receive \$38.6 billion in transportation funds, with \$3 billion going to the rural and small urban areas for increased mobility projects. While a \$3 billion investment over the next 24 years is a significant investment, it will provide real value of user time saved.

Choosing and Implementing Projects

Using the funding plan, a phased project list has been developed which addresses the most severe capacity needs anticipated over the next 20 plus years. Other funding options which generate additional transportation funds would allow additional projects to be implemented. In the absence of additional funding, adding additional projects could require that some of the projects presented would have to be eliminated.

Adopting the capacity improvement list is the first step in a long process in a project becoming a reality. After *UDOT's Long-Range Transportation Plan 2007-2030* plan is adopted, the project concept must face further review as it advances through the environmental analysis phase, the programming phase, the design phase, and the construction phase.

UDOT'S CAPACITY IMPROVEMENT PRIORITIES FOR RURAL AND SMALL URBAN AREAS

PHASE ONE 2007-2015

COUNTY	REGION	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST*
Box Elder	1	I-15, from 27th Street to Brigham City's south Interchange	12.40	Widening	\$45,000,000
Box Elder	1	SR-102, from I-84 to SR-13 (Tremonton)	3.40	Widening	\$12,000,000
Box Elder	1	SR-13, from I-15 to SR-102 (Tremonton)	2.30	Widening	\$8,000,000
Summit	2	SR-224, from SR-248 (Kearns Boulevard) to I-80	5.42	Widening	\$20,000,000
Tooele	2	SR-36, (Additional Capacity Improvements for North Tooele Co)	3.01	Widening	\$33,000,000
Uintah	3	SR-121, from mile post 36 to US-191 (Vernal)	4.29	Widening	\$16,000,000
Utah	3	US-6, from US-89 Spanish Fork to Diamond Fork Canyon	10.69	Widening	\$62,000,000
Utah	3	US-6, from US-89 (end of 4-lanes) through Red Narrows	6.40	Widening	\$69,000,000
Utah	3	US-6, from Red Narrows to Tucker Rest Area	9.55	Widening	\$61,000,000
Grand	4	SR-191, from Moab (existing 4-lanes) to Colorado River Bridge	2.28	Widening	\$8,000,000
Utah	4	US-6, from Tucker Rest Area to Soldier Summit	7.00	Widening	\$73,000,000
Statewide	TBD	Interchanges, Statewide	n/a	Interchanges	\$27,000,000
Statewide	TBD	Passing Lanes, Statewide	n/a	Passing Lanes	\$33,000,000
Tooele	2	Environmental Study (Mid-Valley Highway, Tooele County)		Study by local gov't	
Uintah	3	Environmental Study (SR-88 Extension Uintah County)		Study by local gov't	
Various	3	SR-40 Corridor Study (Heber to Jensen)		Study	
PHASE ONE TOTAL					\$467,000,000

PHASE TWO 2016-2025

COUNTY	REGION	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST*
Box Elder	1	I-15, from 27th Street to Brigham City's south Interchange	12.40	Widening	\$131,000,000
Cache	1	SR-30, from SR-23 to 1400 West (Logan)	6.26	Widening	\$33,000,000
Carbon/Emery	4	SR-10, from US-6 to SR-155	18.49	Widening	\$98,000,000
Grand	4	SR-191, from Colorado River Bridge to Arches (existing 4-lanes)	2.05	Widening	\$11,000,000
Iron/Washington	4	I-15, from Hurricane (Exit 16) to Snowfield	17.53	Widening	\$279,000,000
Morgan	1	SR-66, from I-84 to south of Morgan City	1.59	Widening	\$8,000,000
Summit	2	SR-248, from Park City (existing 4-lanes) to Wasatch/Summit line	8.22	Widening	\$44,000,000
Utah	3	US-6, from US-89 Spanish Fork to Diamond Fork Canyon	10.69	Widening	\$180,000,000
Utah	3	US-6, from US-89 (end of 4-lanes) through Red Narrows	6.40	Widening	\$200,000,000
Washington	4	SR-9, from I-15 to 520 West (Hurricane)	9.23	Widening	\$147,000,000
Weber	1	SR-158, from SR-39 to Elkridge	6.27	Widening	\$33,000,000
Statewide	TBD	Interchanges, Statewide	n/a	Interchanges	\$105,000,000
Statewide	TBD	Passing Lanes, Statewide	n/a	Passing Lanes	\$175,000,000
PHASE TWO TOTAL					\$1,444,000,000

PHASE THREE 2026-2030

COUNTY	REGION	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST*
Carbon/Emery	4	US-6, from Wellington to I-70**	51.35	Widening	\$365,000,000
Carbon/Utah/Wasatch	4	US-6, from Soldier Summit to Helper (existing 4-lanes)	24.83	Widening	\$177,000,000
Iron	4	SR-130, from I-15 to north of Enoch	3.00	Widening	\$21,000,000
Summit	2	SR-32, from Kamas to Oakley	8.50	Widening	\$60,000,000
Tooele	2	SR-138, from SR-112 (Grantsville) to SR-36 (Mills Junction)	8.23	Widening	\$59,000,000
Wasatch	3	US-189, from Deer Creek Dam to US-40	10.61	Widening	\$75,000,000
Washington	4	SR-18, from Snow Canyon/Red Hills Parkway to Diamond Valley	8.75	Widening	\$62,000,000
Washington	4	SR-59, from Big Plain Junction to SR-9	1.59	Widening	\$11,000,000
Weber	1	SR-39, from Wasatch National Forest Boundary to Pine View Dam	4.79	Widening	\$34,000,000
Weber	1	SR-39, from Pine View Dam to mouth of South Fork	8.21	Widening	\$58,000,000
Statewide	TBD	Interchanges, Statewide	n/a	Interchanges	\$79,000,000
Statewide	TBD	Passing Lanes, Statewide	n/a	Passing Lanes	\$170,000,000
PHASE THREE TOTAL					\$1,171,000,000

UNFUNDED PHASE

COUNTY	REGION	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST*
Box Elder	1	SR-30, from I-15 to SR-38 (Collinston)	4.34	Widening	\$45,000,000
Box Elder	1	SR-13, from SR-38 to I-15	2.86	Widening	\$41,000,000
Box Elder	1	SR-13, from I-15 to Corinne	2.47	Widening	\$27,000,000
Box Elder	1	SR-82, from Factory Street (right turn) to SR-13	1.18	Widening	\$23,000,000
Duchesne	3	SR-121, from US-40 to mile post 5 (Roosevelt)	5.00	Widening	\$47,000,000
Grand	4	US-191, from south of San Juan/Grand line to existing 4-lane	8.12	Widening	\$76,000,000
Grand	4	SR-191, from SR-313 (existing 4-lanes) to I-70	20.45	Widening	\$191,000,000
Iron	4	I-15, from Snowfield to north of Cedar City	29.06	Widening	\$816,000,000
Iron	4	I-15, from north of Cedar City to SR-20	31.70	Widening	\$890,000,000
Iron	4	SR-56, from west of Cedar City to downtown Cedar City	6.08	Widening	\$57,000,000
Iron	4	SR-143, from I-15 to Parowan	3.21	Widening	\$30,000,000
Kane	4	SR-11, from Arizona State Line to Kanab	2.95	Widening	\$28,000,000
Salt Lake/Summit	2	I-80, from mouth of Parleys to Silver Creek Junction	17.50	Widening	\$491,000,000
Sevier	4	US-89, from I-70 to SR-50 (Salina)	1.75	Widening	\$16,000,000
Tooele	2	I-80, Tooele Interchange to SR-201	2.91	Widening	\$454,000,000
Tooele	2	SR-138, from Wal-Mart Distribution Center to SR-112 (Grantsville)	5.20	Widening	\$49,000,000
Tooele	2	SR-112, Tooele Boulevard to Sheeps Lane	3.18	Widening	\$30,000,000
Uintah	3	US-40, from Vernal to SR-149	10.90	Widening	\$102,000,000
Wasatch	3	US-40, from US-189 to Daniels Road (mouth of canyon)	9.80	Widening	\$92,000,000
Wasatch	3	SR-113, from Midway to US-40	2.37	Widening	\$22,000,000
Wasatch	3	SR-113, from US-189 to Midway Main Street	3.90	Widening	\$36,000,000
Wasatch	3	SR-222, from Midway Main Street to Burgi Lane	1.88	Widening	\$18,000,000
Washington	4	SR-17, from La Verkin to I-15 (Toquerville)	6.06	Widening	\$57,000,000
Washington	4	SR-18, from Diamond Valley to Veyo	7.54	Widening	\$71,000,000
Washington	4	Southern Parkway (Dixie MPO Boundary to SR-9)		Future Road	\$237,000,000
Statewide	TBD	Interchanges, Statewide	n/a	Interchanges	\$191,000,000
UNFUNDED TOTAL					\$3,592,000,000

*Estimated cost is inflated to middle of phase. Unfunded phase is inflated to 2035.
Note: UDOT recognizes that additional priorities may be identified from future needs analysis in emerging small urban areas such as Cedar City, Heber City, Hurricane, Moab, Tooele, Vernal, and several others.

